


FMSIB PROJECT # 66

Agency Name and Project Title	Project Description
Port of Vancouver Rail Tie In to Mainline	The project will construct a concrete rail trench in the Columbia River near the existing BNSF Rail Bridge providing new access to the Port of Vancouver. The project will significantly reduce congestion on the North/South mainline by removing an at-grade crossing. The project is broken into four design phases to reduce costs and ensure appropriate contractors are selected for specific types of construction.
Contractor: Rotschy Construction Design: HDR Inc.	

Recent Progress The Rail Tie in to Mainline project is approximately 40% complete. All of the H-pile located below the "Ordinary High Water Mark" is complete and five of thirteen concrete pours to construct the base of the structure are finished. Each base structure pour is 500 CY taking approximately 8 hours to complete. Two cast-in-place monolithic wall pours have been completed with related pile and sheet pile driving continuing on the project's east end. Rotschy Construction has submitted two invoices during this reporting period for the project totaling \$2,321,613.22. The port has sought reimbursement totaling \$1,409,950.54 during this same period. The project is on schedule and no problems have been identified.

Schedule and Scope changes

There were no changes to the scope of the Rail Tie In to the Mainline project.

State funds will be utilized for which phase (s) of the project.

State funds will be used for the Rail Tie In to the Mainline Project during the construction phase.

Environmental Impacts / Compliance

The NEPA/SEPA Checklist was completed with no significant findings

Federal fund Impacts

Federal funds will be utilized in the project during the construction phase

Project Milestones	Scheduled	Attained	Milestone Outlook
Environmental Documents Approved		08/09	NEPA documentation approved
RW Complete	11/11	11/11	ROW completed
Contract Advertised	05/02/13	05/02/13	Design package 2A
Contract Awarded	06/27/13	06/27/13	At regularly scheduled POV Commission meeting
Groundbreaking	07/23/13	07/23/13	Design Package 2A
Open to Traffic	06/28/15		All portions of project

Project Cost Summary:	Dollars in millions	Percent of total	2013-2015 Cash Flow (FMSIB expenditures billed to WSDOT):																																																								
Preliminary Engineering	3.41 m	9%	<table> <tr> <th>Date</th><th>Planned</th><th>Revised</th><th>Actual</th></tr> <tr> <td>08/13</td><td>\$450,000</td><td>\$ 0</td><td>\$</td></tr> <tr> <td>09/13</td><td>\$600,000</td><td>\$</td><td>\$</td></tr> <tr> <td>10/13</td><td>\$ 600,000</td><td>\$</td><td>\$ 586,380</td></tr> <tr> <td>11/13</td><td>\$600,000</td><td>\$</td><td>\$ 823,570</td></tr> <tr> <td>12/13</td><td>\$175,000</td><td>\$875,000</td><td>\$</td></tr> <tr> <td>01/14</td><td>\$175,000</td><td>\$625,000</td><td>\$</td></tr> <tr> <td>02/14</td><td>\$ 0</td><td>\$</td><td>\$</td></tr> <tr> <td>03/14</td><td>\$ 0</td><td>\$</td><td>\$</td></tr> <tr> <td>04/14</td><td>\$ 0</td><td>\$</td><td>\$</td></tr> <tr> <td>Total 13-15</td><td>\$2,600,000</td><td>\$</td><td>\$1,409,950</td></tr> <tr> <td>Carryover of 11/13</td><td>\$ 0</td><td>\$ 0</td><td>\$</td></tr> <tr> <td>Total 13-15</td><td>\$2,600,000</td><td>\$</td><td>\$ 1,409,950</td></tr> <tr> <td>GRAND TOTAL</td><td>\$2,600,000</td><td></td><td></td></tr> </table>	Date	Planned	Revised	Actual	08/13	\$450,000	\$ 0	\$	09/13	\$600,000	\$	\$	10/13	\$ 600,000	\$	\$ 586,380	11/13	\$600,000	\$	\$ 823,570	12/13	\$175,000	\$875,000	\$	01/14	\$175,000	\$625,000	\$	02/14	\$ 0	\$	\$	03/14	\$ 0	\$	\$	04/14	\$ 0	\$	\$	Total 13-15	\$2,600,000	\$	\$1,409,950	Carryover of 11/13	\$ 0	\$ 0	\$	Total 13-15	\$2,600,000	\$	\$ 1,409,950	GRAND TOTAL	\$2,600,000		
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Right-Of-Way	0	0%																																																									
Construction	34.890 m	91%																																																									
Total Project Cost	38.341 m	100%																																																									

